

**PLANNING COMMITTEE  
MEETING OF FEBRUARY 8, 2007  
MINUTES**

**ATTENDANCE**

Commissioner Sperling called the Planning Committee meeting to order at 9:30 a.m. Other members in attendance were Commissioners Bates, Chu, Dodd, Giacomini, Haggerty, Halsted, Lempert, Worth, Yeager, and Tissier.

**CONSENT CALENDAR: a) Minutes of January 11, 2008; b) Resolution of support for Blueprint Planning grant application submitted by MTC and ABAG to Caltrans**

Commissioner Chu moved approval of the Consent Calendar, Commissioner seconded Worth seconded. Motion passed unanimously.

**TRANSPORTATION 2035 (T2035):**

**a) Performance Objectives Follow-Up**

Ms. Anne Richman recommended committee approval on two transit maintenance program performance objectives: 1) Achieve an average age for all asset types that is no more than 50% of their useful life, and 2) Increase the average number of miles between service calls for transit service in the region.

She noted that with the other previously approved performance objectives, staff will periodically monitor the progress made for each performance objective as part of the State of the System Report and/or as part of each RTP update.

Commissioner Lempert moved approval, Commissioner Worth seconded. Motion passed unanimously.

**b) Performance Evaluation Process**

Ms. Lisa Klein presented a PowerPoint presentation on the quantitative project/program assessment. She summarized the key aspects of the proposed approach, which are: 1) quantitative comparison of project costs and benefits; 2) benefits related directly to the Transportation 2035 Performance Objectives; 3) projects compared directly and quantitatively; 4) most cost-effective projects identified; and 5) focus performance evaluation on major investment decisions.

Ms. Klein also proposed four quantitative evaluation criteria: 1) combined benefit-cost measure capturing reductions of delay, greenhouse gas emissions, particulate matter emissions, and fatal and injury collisions; 2) cost per reduction in vehicle miles traveled (VMT); 3) Affordability: cost per low-income household served (transit projects only); and 4) alternative benefit-cost measure for maintenance.

In closing, she stated that staff will conduct a second parallel assessment to highlight key policy/qualitative considerations for the projects proposed for inclusion in the Plan; the assessment would capture a many projects as possible, including many beyond those subject to

the quantitative evaluation. She noted that the Vision Policy Strategies will provide the framework for a more qualitative policy assessment.

Ms. Klein also made reference to a letter submitted by Urban Habitat regarding a regional affordability program to address equity in Transportation 2035 and concerns with the recommended affordability performance measure. She noted that staff is recommending this measure as a trial, where staff will try to work through the technical details and improve the measure. She further noted that Urban Habitat's proposed alternative benefit burden methodology is already incorporated into the equity analysis for the Transportation 2030 Plan, and this method has its own limitations. Finally, she noted that Urban Habitat's request to consider a regional program that provides transit and driving discounts for a low-income household has surfaced in discussions with MTC advisors and as such it is possible that is an initiative that would come in through the evaluation process.

Ms. Klein requested committee approval on the approach and criteria for the quantitative project performance evaluation for the T2035 Plan.

Commissioner Lempert commented on affordability and suggested staff to look at parking reductions, which go into reducing the cost of rent. Commissioner Yeager expressed his concern with approving measures without knowing the complete details of the criteria. Commissioner Haggerty expressed his concern these measures not dealing with the extreme infrastructure problems in the suburbs and the rural areas.

Commissioner Sperring called for public comment. Mr. David Schonbrunn, TRANSDEF, urged the committee to supplement this analysis by carrying an alternative investment package developed by TRANSDEF in the RTP EIR. Ms. Sabrina Merlo, Bay Area Bicycle Coalition, agreed on the importance of including the affordability measure and requested consideration for bicycle and pedestrian projects in this regard. Mr. John Ristow, VTA, stated this process needs additional assistance from the CMA's, and offered his assistance with developing the criteria and related quantitative elements. Ms. Diana Dorinson stated that it is very important that all three parts of the three E's get some analysis.

After further discussion, Commissioner Lempert moved that the committee adopt the four measures and overall approach in terms of the types of projects to be evaluated, and move forward with the proviso that Item 3, Affordability, come back to the full Commission with more detail, and that the outcome will not be driven by a strict ranking of projects but will allow for additional criteria. Commissioner Worth seconded. Motion passed unanimously.

### **c) Draft Vision Policy Strategies**

Ms. Ashley Nguyen presented a PowerPoint presentation on the Proposed Vision Policy Strategies. She stated that the five policy areas derived from the lessons learned from the scenario analysis are the key components of the Transportation 2035 Plan. These policy areas include 1) investments, 2) pricing, 3) focused growth, 4) technology, and 5) individual actions. She noted that there are likely other important policy areas that are not captured here that will round out the vision (such as affordability, goods movement, etc.), but staff will seek partner and stakeholder help to identify these policy areas. For each policy area, Ms. Nguyen described the journey that will get us from where we are today and where we would like to be in the future. She also laid out the vision policy strategies that will help us traverse those journeys.

Ms. Nguyen also commented on the process, and stated that staff sees this process unfolding through the following steps: 1) Identify the most cost-effective projects/programs with respect to the performance objectives; 2) Consider the extent to how projects/programs advance the Commission's vision policy strategies; 3) Debate the trade-offs among various investment strategies that consider both performance objectives and vision policy strategies as part of the deliberations; 4) Determine which projects/programs we can afford within the revenues projected to be reasonably available to the region over the next 25 years; and 5) Develop an investment plan of projects/programs for the financially constrained plan. She noted that the Commission will deliberate on the set of transportation investments for the financially constrained T2035 Plan, taking into account the Three Es, goals and performance objectives set for the plan; the project performance evaluation results; vision policy strategies; financial constraints; and input received from partners, stakeholders and the public. She concluded with a review of key milestones through July.

Commissioner Spring called for public comment. Mr. David Schonbrunn, TRANSDEF, agreed with staff that full road pricing be part of a future vision, and suggested it could be implemented sooner. He also commented on support for local parking policies and urged a more regional approach. Ms. Diana Dorinson commented on the observation that substantial transit infrastructure investments have had little impact on mode split over time, and suggested staff illustrate that there are different kinds of transit infrastructure investments. Ms. Carli Paine, Transportation and Land Use Coalition, requested the committee to add high-speed rail as part of the vision in the investment strategies. She also encouraged some attention to a policy about affordable housing and safe travel in the focused growth policy area.

Commissioner Haggerty commented on delay and congestion, and noted that Attachment A of the Vision Policy Strategies make no reference to that, and requested staff to add the words delay and congestion to the vision statement.

#### **OTHER BUSINESS/PUBLIC COMMENT**

Mr. David Schonbrunn, TRANSDEF, stated that if staff was to consider a TRANSDEF alternative later in the process, to please provide ample notice that an alternative would be welcomed. Ms. Ashley Nguyen stated that staff will start the RTP EIR process with the Notice of Preparation that will be sent out to all interested parties shortly, where Mr. Schonbrunn may provide his comments. There being no other business, the meeting adjourned at 11:07 a.m. The Committee's next meeting is scheduled for Friday, March 12, 2008 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.